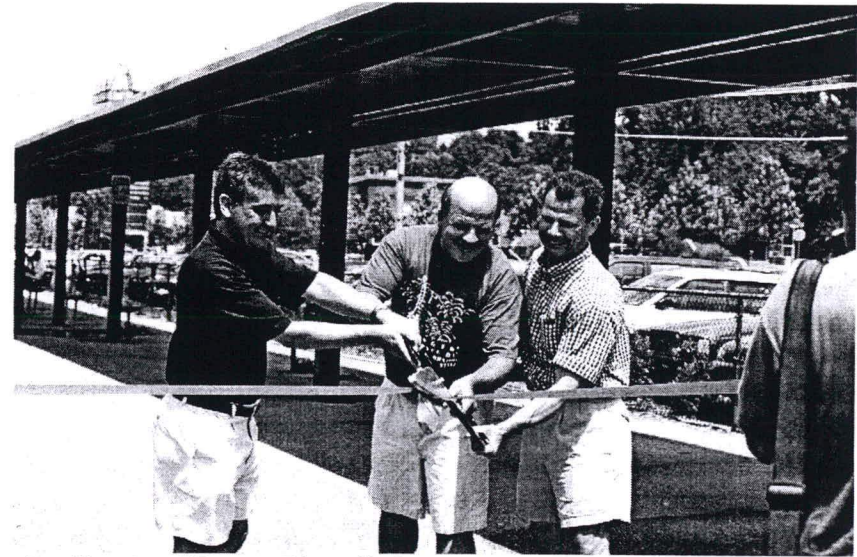


Existing bicycle “theme” loops – In September 1998, Lake Champlain Bikeways teamed up with interested groups and individuals to facilitate the development of a bicycle theme loop in Burlington called “Cycle the City”. In fewer than eight months, this dynamic group (now incorporated as the nonprofit *Burlington Bikeways Inc.*) planned and developed a new way to enjoy the Queen City. This exciting loop showcases the history, culture, and natural splendor of Burlington. It begins at Waterfront Park, heads north along Lake Champlain’s shores, follows the Winooski River south, and returns the cyclist to Burlington’s historic downtown. It highlights the city’s best – including six parks, three colleges, and dozens of historic and cultural sites.

The group set the project’s goals, identified the loop, developed the story, and conceived a promotional trail guide for the bikeway. The Burlington Bikeways Committee generated the four-color, 16-page trail guide; a directory of bicycle-friendly businesses; and numerous route improvements for the City of Burlington.

The planning process for “Cycle the City” involved several public and private stakeholders including representatives of the Burlington City Council, Planning Commission, Chamber of Commerce, Downtown Business Association; the Chittenden County Transportation Authority, Regional Planning Commission, Metropolitan Planning Organization; and historians, natural resource managers and museum officials. The process involved a detailed assessment of the pathway conditions, capital improvements and interpretive/directional signage. The

loop is promoted through scheduled events and public tours.



Burlington Mayor Clavelle(center) is joined by Plattsburgh Mayor Rabideau(right) and the mayor of Iberville, Quebec to officially open “Cycle the City” on July 2, 1999

“Cycle the City – A 10-mile Self-Guided Historic Tour of Burlington, Vermont” was funded in part by three grants totaling more than \$38,000. Burlington Bikeways was successful in raising over \$3,700 from private businesses to help support the guide’s printing. Burlington Bikeways’ work now serves as a successful model for other communities in the Byways region. (A sample brochure of “Cycle the City” is located in Appendix H.)

Burlington Bikeways, Inc. – Is a nonprofit organization that evolved from the Burlington Bikeways Committee. After completing the “Cycle the City” guide and the July 2, 1999 inaugural tour, members of the committee formed the organization. Its mission is to advance safe bicycling opportunities in the greater Burlington area. The group is interested in creating additional cross-community connections. It plans to develop an educational program to improve the safety for bicyclists and motorists. The group hopes to develop additional theme loops and continue to improve the ten-mile “Cycle the City” loop.

Proposed Bikeways loops – The additional proposed Chittenden County—Lake Champlain Bikeways loops are to be located throughout the County. Like “Cycle the City,” they demonstrate good potential for inclusion in the Lake Champlain Bikeways network.

Essex Junction and Essex Town are developing concepts to help visitors and residents identify bicycle and pedestrian routes. The Essex Junction/Town bike path network would standardize on the “Cycle the City” brochure with some modifications. Planners propose that the pathway originate from the Amtrak train station.

Local community involvement in bikeways projects should be encouraged. Working groups involving a diverse mix of community-minded people should be formed. These groups might include public officials, businesses, historians, alternative transportation advocates, chambers of commerce, cyclists, and others. By creating a tangible product, communities can begin to address the issues and opportunities in creating a bicycle-friendly culture. As

non-motorized transportation becomes safer and more efficient, bicycling and bicycle tourism will become an integral part of our lives.

The ten proposed loops listed in the table below should serve as a starting point. Each is referenced according to their assessment number and location:

Loop Number	Location
17a	Hinesburg/Huntington
18	East Charlotte/Hinesburg/North Ferrisburgh
19	Charlotte/Shelburne
20	Shelburne/Hinesburg
21	Williston/Richmond
22	Richmond/Jonesville/Huntington
23	Richmond/Essex Center/Jericho
24	Jericho/Westford/Cambridge/Underhill
25	Essex/Colchester
26	Colchester/Milton

Note: A map of the 10 proposed bicycle theme loops is located in Appendix B.

Improvements – All proposed bicycle theme loops in Chittenden County some need improvements to create a safer, more bicycle-friendly environment. Burlington Bikeways accomplished this goal by soliciting funds to make improvements to the “Cycle the City” loop. Communities might consider a similar process to identify and improve their bicycling resources.

Improvements along the proposed bikeways routes might include:

- Class 1 bike route construction (building separated bike paths).
- Class 2 bike route construction (installing bicycle lanes on roads and highways).
- Class 3 bike route construction (widening shoulders and improving safety).
- Repairing bad pavement or gravel sections.
- Repaving pathways.
- Developing and placing way-finding signs.
- Replacing street signs.
- Annual sweeping.
- Addressing dangerous storm grates.
- Improving dangerous intersections for bicyclists and pedestrians.
- Creating viewsheds.
- Installing bike racks, water fountains, restrooms, picnic tables, and benches.

Inter-county bicycle connections – Chittenden County’s pilot project for this concept is the reconnection of the Rutland Railroad—Champlain Islands line. Once complete, it would be the longest bicycle and pedestrian

water crossing in the United States, along a spectacular four-mile causeway between Colchester Point and South Hero Island.

Strategic Actions

Suggested improvements to Lake Champlain Bikeways:

- Support the implementation of the Burlington/Colchester Bike Path ferry over the Winooski River. *See Item 1 on PBTI map.*
- Support “Cycle the City” improvements: signage, North Ave./Ethan Allen Park intersection crossing improvements, various pathway improvements. *See Items 2 & 6 on PBTI map.*
- Support Class 2 bike path/road improvements in Burlington from Lakeside to Battery Park. *See Item 4 on PBTI map. Note:* These improvements are funded for 2001.
- Support planning for bike path/road improvements in Burlington for bicycle/pedestrian crossing across U.S. Route 7 to South Burlington bike paths. *See Item 5 & 39 on PBTI map.*
- Implement improvements along Burlington’s Waterfront Park. *See Items 6 on PBTI map.*
- Explore options for bicycle/pedestrian bridge construction to link Burlington and Winooski. *See Item 9 on PBTI map.*
- Support construction of bike path from Ethan Allen Homestead to Manhattan Drive in Burlington. *See Item 47 on PBTI map. Note:* This project is funded for 2000.
- Explore widening of Ferry and Bostwick roads in Charlotte for bicycle/pedestrian safety. *See Item 13 on PBTI map.*

- Evaluate creation of pedestrian/bicycle path within rail line right-of-way in Charlotte. See Item 14 on PBTI map.
- Examine crossing improvement for cut on Lake Champlain railroad causeway to South Hero. See Item 18 on PBTI map.
- Support Colchester bicycle/pedestrian improvements as suggested in "Route 127 Corridor Study." See Items 16, 19, 24, & 52 on PBTI map.
- Support widening of U.S. Route 7 from Route 127 to Park and Ride in Colchester. See Item 20 on PBTI map. **Note:** Construction of park and ride is funded for 2001
- Support Blakely School pedestrian/bicycle bridge construction over I-89 in Colchester. See Item 22 on PBTI map. **Note:** This project is funded for 2000.
- Explore possibility of bicycle/pedestrian path from Airport Road to Route 127 in Colchester. See Item 23 on PBTI map.
- Support bicycle/pedestrian path construction in Essex Junction from Mode Node to Lime Kiln Road along railroad right-of-way. See Item 26 on PBTI map. **Note:** This project is funded for 2002.
- Support improvements for bicycle-friendly travel along U.S. Route 2/7 in Milton. See Item 28 on PBTI map.
- Support construction and develop interpretation for bicycle/pedestrian path linking Red Rocks and Oakledge parks in South Burlington. See Items 30 & 31 on PBTI map.
- Support bicycle/pedestrian path in South Burlington from Farrel Street to Spear Street (near I-189). See

Item 49 on PBTI map. **Note:** This project is funded for 2000.

- Create/improve Class 2 bike lane on Spear Street from existing South Burlington bike paths to proposed Shelburne bike route. See Items 40 & 41 on PBTI map.
- Explore possibilities of linking existing bike routes to UVM Farm. See Item 44 on PBTI map.
- Support widening and signage of Spear, Irish Hill, Falls, Marsett and Bostwick roads in Shelburne for bicycle travel. See Item 33 on PBTI map.
- Explore possibilities of constructing a Class 1 bike path (and widening of Bostwick Road RR Bridge) along railroad right-of-way in Shelburne. See Item 35 & 36 on PBTI map.
- Support widening of Shelburne town beach access road for bikes and pedestrians. See Item 37 on PBTI map.
- Continue to work with Lake Champlain Bikeways, Burlington Bikeways Inc., and interested communities to improve bike routes in the Byways corridor.
- Study the feasibility of reconnecting the Rutland—Champlain Islands railroad line for bike use.

LAKE CHAMPLAIN WALKWAYS

Based on the urban greenways concept, a proposed network of walking trails and roads to connect the region's communities is in development. This "village to village" walking route would allow visitors to enjoy the region at a slower pace, link resource areas to urban centers, and bolster small tourism businesses. A regional walking tour would not contribute to the automobile congestion associated with tourism.

A pilot project to create a "Mid-lake Waterwalk" is proposed. The National Park Service's Rivers and Trails Program is providing technical assistance to create a route that begins at the Westport, NY railroad station, goes through the hamlet of Essex, NY, crosses the Lake via the Essex-Charlotte ferry, and ends at Shelburne Village.

This proposed trail would take travelers along the Lake's eastern and western shores through the region's most outstanding working landscapes, natural areas, and rural villages. It would provide travelers with multi-modal transportation connections and tourist attractions and amenities.

Once the pilot project is underway, interested communities could explore the feasibility of additional walking routes. These walking routes might also have interpretive and educational elements.

Note: An inventory of the County's existing walking trail resources is presented in Appendix G.

Strategic Actions

Suggested improvements to Lake Champlain Walkways:

- Explore development of railroad heritage interpretive tour on Burlington's Waterfront. See Item 48 on PBTI map.
- Support construction of safe pedestrian crossing on U.S. Route 7 in Charlotte to access Mt. Philo Road. See Item 12 on PBTI map.
- Support safety improvements for pedestrians at Charlotte ferry dock area. See Item 15 on PBTI map.
- Support efforts to create an interpretive guide and service directory in Essex Junction. See Item 25 on PBTI map.
- Support completion of sidewalk/pedestrian improvements in Shelburne Village. See Item 32 on PBTI map. **Note:** This project is funded for 2000.
- Support Riverwalk and pedestrian bridge construction over Main Street in Winooski. See Item 46 on PBTI map. **Note:** This project is funded for 2001.
- Establish parking/trailhead for walking trails at Eagle Mountain in Milton. See Item 50 on PBTI map.
- Explore walking tour concept and other pedestrian improvements to Milton town center. See Item 29 on PBTI map.
- Support Milton's efforts to develop a walkway connecting Sandbar State Park and the town's natural areas and villages. See Item 51 on PBTI map.
- Support creation of additional local walkways.

Note: Many pedestrian enhancements are listed in the Bikeways section as bicycle/pedestrian improvements.

LAKE CHAMPLAIN WATERWAYS

The LCB network should include better access to water-based resources of the Lake and its tributaries. The "Lake Champlain Paddlers' Trail" is the first effort to create a water trail on the Lake. Created in 1996, the trail links natural areas and camping sites along shorelines and islands of Vermont, New York and Quebec.

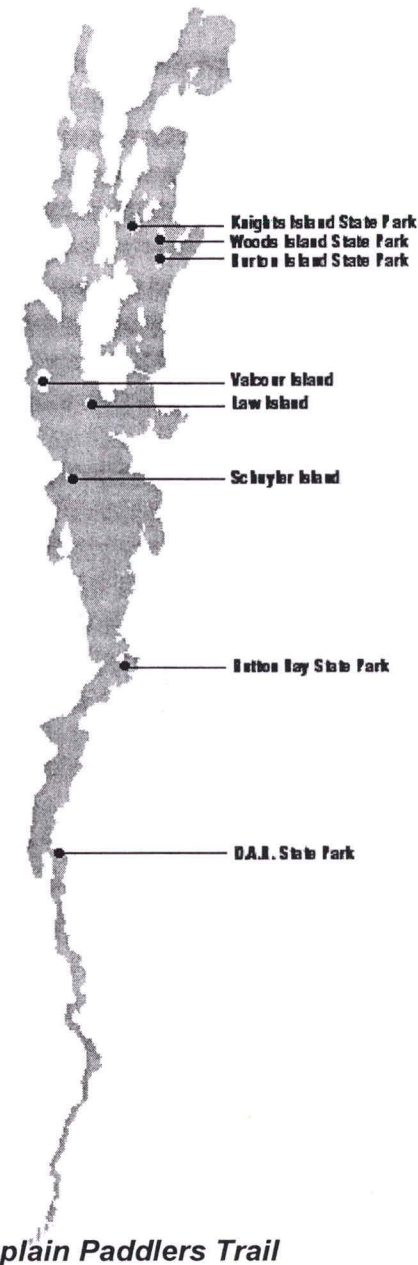
The mission of the "Lake Champlain Paddlers' Trail" is to "develop and maintain a trail for human-powered boats and to encourage managed access and responsible, safe recreation. Trail development and use will be guided by a sense of stewardship, with a philosophy of low impact use of the Lake and its shore lands, while educating visitors about the region's unique cultural and natural heritage."

The Lake Champlain Waterways is steadily making progress. It is estimated that only one-quarter of the Lake's potential camping/natural sites were designated for the original paddlers' trail.

Strategic Actions

Suggested improvements to Lake Champlain Waterways:

- Continue to support expansion of non-motorized waterway routes on Lake Champlain.
- Support future marketing efforts to make Lake Champlain Waterways a regional destination.
- Reassess linking identified camping/natural sites to the Lake Champlain waterways system.



Lake Champlain Paddlers Trail

WAYPOINT COMMUNITIES

The LCB will be connected by a series of transportation and amenity centers called waypoint communities. These hubs act as gateway communities for the byway region.

They should provide:

- Food and lodging.
- Public restrooms.
- Shopping opportunities.
- Interpretive information.
- Attractions with multiple-visitor capacity.
- Visitor information.
- Outdoor adventure (biking, hiking and water sports) equipment rental and guide opportunities.
- Multi-modal transportation (e.g. airports, trains, bus transit system, water access, ferries, hiking and biking trails) access.

Note: Shelburne and Burlington are Chittenden County's proposed waypoint communities.

MODE NODES

Mode Nodes are multi-modal transportation centers that include travel facilities and visitor information. There are nine proposed Mode Nodes in Chittenden County where visitors or residents can find alternatives to driving such as bicycling/walking paths, bus lines, passenger rail ferry, and water access. Proposed mode node locations:

- Milton – town center, along U.S. Route 7 near mouth of Arrowhead Lake.
- Colchester – town center, near intersection of VT Route 2A and East Pond Road.
- Colchester –Malletts Bay Village center.
- Essex Junction – village center and Amtrak Station.
- Winooski – downtown.
- Burlington – downtown and Union Station.
- South Burlington – near Dorset Street/I-89 and connections to airport.
- Shelburne – town center/commuter rail station.
- Charlotte – town center/commuter rail station.

Note: A map detailing proposed Mode Node sites for Chittenden County is located in Appendix B.

How is a waypoint community different from a Mode Node?

Waypoint communities are destinations that provide visitors with travel amenities (e.g. food, lodging, fuel, services). They should be situated in traditional downtowns or village centers. Waypoint communities contain cultural attractions, natural and historic features, recreation opportunities, and access to alternative modes of transportation.

Simply put, Mode Nodes are transportation centers. They provide travelers access to two or more forms of transportation. People visit a Mode Node to pick up another method of travel (e.g., trains, ferries, buses, cars, and non-motorized trails). The Amtrak Station in Essex Junction – where travelers can access trains, bus lines and walking/bike paths – is a proposed Mode Node location. Union Station in downtown Burlington is another proposed Mode Node location. It features secured bike lockers, visitor facilities, recreation path access, bus and commuter rail service, and a nearby ferry connection.

RAILROADS

Amtrak's Vermonter provides daily service from Washington D.C. via New York City to Essex Junction. However, this service stops eight miles north of Burlington, the nearest waypoint community.



The potential for Amtrak service from Albany to Burlington via Rutland is being studied. The Albany-Bennington-Rutland-Burlington rail feasibility study is a positive step toward making important multi-modal connections to New York City, Boston, Montreal and other nearby metropolitan centers. This rail service could link towns along the LCB and create more opportunities for visitors. Travelers could be linked to bus lines, bicycle/car rentals and other visitor services at Amtrak stops with some coordination between the region's chambers of commerce, state and local transportation agencies, and area businesses.

The Charlotte to Burlington commuter rail service is expected to be operational by 2000. This will create an opportunity to link Charlotte with Chittenden County's attractions and Waypoint Communities. Commuter rail may also be an impetus to link Charlotte to attractions in Addison County.

An excursion train runs between Burlington and Middlebury during the summer months. However, this service has dropped from previous years. Byways-sponsored interpretive services focusing on Vermont's railroad history might boost the excursion train's services and number of riders.

Strategic Actions

Suggested actions for improving rail transportation in the LCB corridor:

- Support the community's effort to establish a rail linkage between Essex Junction and Burlington.
- Work with the State of Vermont, Amtrak, CCTA and others to implement new passenger rail service in the LCB.
- Encourage Amtrak, CCTA, and Lake Champlain Transportation to cooperate in connecting alternate transportation modes from the Essex, New York to Charlotte, Vermont ferry route.
- Address scheduling problems among the various transportation modes.
- Install recreation equipment lockers in every train car.
- Develop marketing partnerships to interpret Lake Champlain's significant intrinsic resources along the train routes. These brochures and other learning tools should be made available on the train passengers.

FERRIES

Approximately one million people cross Lake Champlain by ferryboat every year. Operated by Lake Champlain Transportation (LCT), Lake Champlain's ferries are easily accessible in the summer months. The trip across the Lake offers outstanding vistas. The lofty peaks of the Adirondacks to the west and the beautiful Green Mountains to the east are panoramic backdrops for America's 6th largest lake.

The ferry offers three crossings: a year-round, 12-minute ride from Grand Isle, VT to Plattsburgh, NY; an hour-long scenic excursion from Burlington, VT to Port Kent, NY; and a 20-minute ride from Charlotte, VT to Essex, NY.

Ferryboats offer unique transportation opportunities for exploring the region. Ferry rides might be incorporated into the Byways' automotive, walking and bicycling theme routes. This concept is discussed in detail on page 13.

Strategic Actions

Suggested actions for improving ferry transportation in the CC-LCB corridor:

- Encourage Amtrak, CCTA, and LCT to cooperate in making seamless transportation connections to the Essex, NY and Charlotte, VT ferry docks.
- Support interpretive and marketing partnerships.
- Make safety improvements for pedestrians at Charlotte ferry dock area. *See Item 15 on PBTI map.*
- Develop tourism packages that include ferry rides in the region's automotive, bicycle and walking theme routes.

BUS TRANSIT

Chittenden County is served by and extensive fixed-route bus system. The Champlain County Transit Authority (CCTA) works to transport residents and alleviate traffic congestion within the Greater Burlington Area. All CCTA buses are equipped with bike racks. These are provided at no extra charge. Visitors might be made aware of CCTA's services through increased advertising along the Byways route.

Strategic Actions

Suggested actions for enhancing bus service and use in the CC-LCB corridor:

- Coordinate scheduled bus stops with alternative transportation schedules at all Mode Node locations.
- Market CCTA as part of an "automobile free" vacation to the region.
- Continue to equip busses with bike racks.
- Expand free service to shopping and culture centers with evening shuttles to area restaurants.

DIRECTIONAL AND INTERPRETIVE SIGNAGE

Lack of adequate directional signage is a problem for tourists visiting Vermont. State law prohibits billboards and regulates roadway sign shape and size. Signage of any kind is perceived as obtrusive billboards to some residents.

It has been the experience of some LAC members that Vermont suffers from “tourism phobia:” the perception that increased signage will create a “Disney-like” atmosphere here. Some argue that Vermont’s appeal is its rural character. Vermont’s lack of signage may be part of the state’s charm. People vacation here to escape their overdeveloped communities.

Directional signage is recommended in selected locations. However, the signage problem should be addressed in a more creative manner than just posting signs. Utilizing gateway communities, computer kiosks, press releases, publications, tourist information websites, car radios, and the development of Byways tag lines/logos might be effective in promoting the LCB Corridor without sacrificing the state’s appeal.

All Byways signs – interpretive and directional – should possess continuity in design. A Byways sign in Grand Isle should look the same as one in Rutland. Lake Champlain Bikeways developed simple and unobtrusive directional signs for their principal route and theme routes. This logo is a good example of being informative, creative and tasteful while maintaining Vermont’s appeal.



Lake Champlain Bikeways

Strategic Actions

Suggested actions for improving directional/interpretive signage in the LCB corridor:

- Develop physical design standards for LCB interpretive and directional signs.
- Improve natural/historic interpretation and signage along Burlington’s Waterfront Park and along the “Cycle the City” Route. *See Items 2 & 6 on PBTI map.*
- Support efforts to create an interpretive recreation path connecting parks and attractions in Essex Junction and Essex Town. *See Item 25 on PBTI map.*
- Develop a recreation path linking Red Rocks and Oakledge parks. *See Items 30 & 31 on PBTI map.*
- Develop an interpretive sign for historic Lamoille River Bridge in West Milton. *See Item 27 on PBTI map.*
- Establish LCB interpretive materials and information for Burlington Airport. *See Item 43 on PBTI map.*
- Establish standardized directional signage for all proposed CC-LCB improvements. *See improvements listed under Lake Champlain Trail and Lake Champlain Bikeways, Walkways, and Waterways listed above.*
- Prioritize interpretation of County’s intrinsic resources in the CC-LCB corridor.
- Develop a LCB tag line/logo.

BIKE RACKS/LOCKERS

More bike racks and bike lockers are needed in the LCB corridor. Secure bike storage facilities – placed at strategic locations along the Byway – will offer visitors and residents alternatives to travel by car.

Bike racks/lockers work best when placed in high-density areas (e.g. transportation centers, recreation sites, and community, employment and shopping centers). All Mode Node locations should include bike racks or lockers.

An LAC member noted that a bike rack was poorly placed in the US Route 2 rideshare parking lot in Richmond. The Vermont Agency of Transportation's engineers have monitored the use of the Richmond bike rack and found that it is seldom used. Conversely, the secured bike lockers (obtained through a Federal grant) at One Main Street, Burlington have helped boost bicycle traffic.

Strategic Actions

Suggested actions for improving bike rack/locker access in the LCB corridor:

- Study the current locations of bike racks/lockers.
- Establish criteria for future bike rack/locker placement.
- Install additional bike racks/lockers in Burlington's Waterfront Park. *See Item 6 on PBTI map.*
- Install bike racks/lockers in South Burlington's Dorset Street/Williston Road shopping area. *See Item 42 on PBTI map.*
- Install bike racks/lockers at all Mode Node locations.

BYWAYS AND THE SKIER CONNECTION

Burlington is a gateway to the LCB and the Green Mountains. Although most visitors to Vermont travel by automobile, a significant number travel by rail and air. Many of these travelers face the problem of transporting their equipment from the terminal or station to their destination.

Current and proposed Amtrak stops – where visitors' services (food, lodging and shopping) are located – might contain secure lockers for travelers to store ski equipment. This would allow visitors to explore the region before continuing on to their destination.

Amtrak provides a specially equipped baggage car for skis or snowboards for travelers on selected cars. All trains should be equipped with equipment lockers. This would increase the customers' confidence in their equipment's safety/security might lead to increased skier business.

Some local rental car agencies provide customers with ski racks. All airport buses and taxis should be equipped with ski racks or have the ability to transport skis.

Strategic Actions

Suggested actions for improving the transportation of ski equipment in the CC-LCB:

- A partnership between airport taxis and ski rack manufacturers could be established to accommodate ski tourists.
- The ski industry should be consulted to improve capacity for public transportation to local ski areas.

SAFE TRAIL ACCESS AND USE

A key objective guiding the LAC is the safety of the region's residents and visitors. All byway trailheads and facilities (e.g. Mode Nodes, LCB Information Centers, etc.) should be located in safe and easily accessible locations.

Unchecked promotion of scenic routes could be detrimental to tourism programs already in place. For example, publicizing scenic motor routes that are on established bikeways could create safety and noise issues for bicyclists. All new travel theme routes should be coordinated with planning, public safety and satisfaction in mind.

Strategic Actions

Suggested improvements to enhance trail access and safety in the CC-LCB corridor:

- Partner with the Vermont Department of State Forests, Parks and Recreation; Lake Champlain Basin Program; Burlington Bikeways Inc.; Cross-Vermont Trail; Winooski Valley Parks District; and others interested in the development of safe trail access and crossings.
- Work with the above stakeholders to develop appropriate criteria and for route safety in the CC-LCB.
- Locate non-motorized travelways in safe locations.
- Locate trailheads and LCB facilities in safe locations

BIKE SAFETY PROGRAMS

Bicycle safety education should be part of CC-LCB planning and programming. Bike safety education can come in many forms, such as:

- Conducting in-service education courses on bicycle transportation.
- Presenting bicycle safety programs – such as the Bicycle Foundation of America's "Basics of Bicycling" – in the elementary school systems.
- Sponsoring adult education programs on cycling safety and proficiency.
- Implementing police-on-bikes programs in urban areas.

Strategic Actions

Suggested improvements to enhance bicycle safety in the CC-LCB corridor:

- Incorporate bicycle safety education as part of the CC-LCB transportation/recreational planning and programming.
- Investigate grant sources for delivering bike safety educational programs.
- Partner with local pathway committees (e.g. Burlington Bikeways) to develop public education and outreach programs.

RESTROOM FACILITIES

The provision of restrooms and adequate visitor information was discussed by the LAC. Adequate and accessible restrooms are the responsibility of both the public and private sectors.

Although the State of Vermont has made a significant commitment to providing rest stops along our Interstate system, restroom facilities are needed along the U.S. Routes in village centers (e.g. Charlotte, Shelburne Village, Burlington, Colchester, and Milton). Public/private partnerships might be one in approach to meeting this goal.

The deficiency of public restrooms might be due to the high cost of maintenance. Innovative partnerships with service stations might be a possible solution to this problem. Communities might link up with existing service stations to provide public restrooms and tourism information to byways travelers. Participating service stations could market their businesses as "Lake Champlain Byways Information Centers."

Strategic Actions

Suggested improvements for public restroom access in the CC-LCB:

- Study the current locations of public rest rooms.
- Map public restroom locations.
- Develop criteria and standards for certified Lake Champlain Byways Restroom/Information Centers.
- Establish public restroom facilities in all Mode Node locations.
- Develop a recognition and reward program for the top restrooms in the Byway.
- Explore possibilities for purchasing state-of-the-art restrooms for the CC-LCB corridor.

INTRINSIC RESOURCES AND PARTNERSHIPS

To create and support educational and recreational opportunities for visitors through strong partnerships with organizations, businesses, nonprofit groups and agencies that have an interest in conserving the significant intrinsic resources of the Lake Champlain Byways.

OVERVIEW

Framed by the Green Mountains and Lake Champlain, Chittenden County has a unique landscape. A mixture of urban and pastoral settings tells the story of a region that values growth balanced by tradition. The County's past has created a rich blend of historic and archeological resources. Semi-primitive natural areas, pristine landscapes, outdoor recreation and diverse cultural opportunities are easily accessible and make the region a desirable place to live and visit.

The following discussion does not specifically outline the corridor's resources. Instead, it presents ideas on how these resources could be utilized and enhanced. Inventories of Chittenden County's intrinsic resources are located in Appendices E & F.

The diverse menu of intrinsic resources – the Lake, the history, the natural setting, the scenic beauty, and the built environment – makes this region so attractive. Our primary challenge is that we recognize our intrinsic resources as valuable investments: the cornerstone of our tourism economy. They generate capitol on which we depend. The challenge is to live on the interest derived from these assets and to sustain the capitol for the enjoyment of future generations.



Shelburne Farms

CULTURAL RESOURCES

The cultural resources category is perhaps the broadest of the intrinsic resources integral to byway designation. The Federal Highways Administration describes cultural features as “evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture that are currently practiced.”

Chittenden County has many cultural attractions. Burlington’s Church Street Marketplace musicians, dancers, jugglers, and magicians have kept downtown alive and attractive to residents and visitors. Ethnic celebrations and cultural activities are common each weekend in Burlington. The historic Flynn Theater and the Champlain Valley Exposition are only two of many places that showcase our cultural heritage through the arts and agriculture. Local parades and celebrations are annual activities throughout the County. The area’s varied festivals and events show visitors that we are a diverse community that is proud of its roots.

Cultural tourism is one of the hottest trends in the travel industry. While attracting more visitors to the region, highlighting the County’s culture can also strengthen local partnerships, create new businesses, and generate community pride. The region’s cultural treasures should be a marketing focus for the LCB.

HISTORIC RESOURCES

The Ethan Allen Homestead. Burlington’s Battery Park. The Shelburne Museum. Vermont’s history is well represented in Chittenden County. Many of the County’s historic sites have excellent interpretive elements, easy access, and outstanding reputations. Marketing and interpretation already exist for some of the area’s historic sites, but these could be improved through cross-marketing partnerships.



NATURAL RESOURCES

The people of Chittenden County are tied to the land. They always have been. Early pioneers cut the forest, tilled the soil, and etched out a living in an unforgiving climate. They fought the French, and later the British for the right to live here. They built democratic communities in the wilderness.

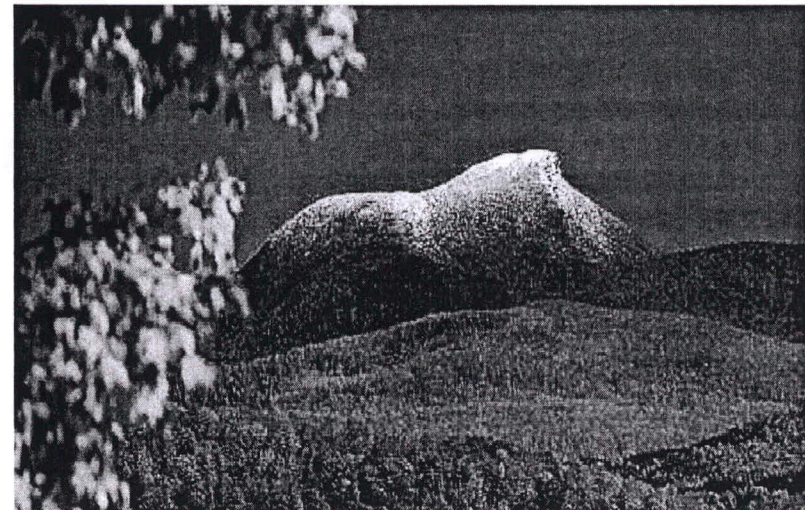
Communities relied on the basin's natural resources to grow. The valley's rich soils made farming a productive industry that continues today. The Lake was the region's "highway," connecting communities along the shore with each other and with the rest of the world. Shelburne thrived as the Lake's largest shipbuilding community. The bustling city of Burlington was a major lumber exporter. The area's abundant forest's were cut and used to build the nation.

Today, the lush woodlands are used for many purposes. The forests are prized by both the recreation and wood products industries. Maples yield sugar in the spring. Thousands of hikers walk along trails shaded by a green canopy in the summer. A riot of fall colors brings "leaf peepers" from all over the world to the region. In winter, visitors ski and snowshoe among the snow-covered trees.

The countryside also illustrates the Champlain Valley's origin. A remarkable geologic story unfolds as one learns about the forces that created the Lake, mountains and valleys. The exposed fault line at Lone Rock Point, the

sand dune mounds of South Burlington, and the steep-walled Winooski Gorge – each recall the powerful glacial/geologic forces that formed the valley. The area's geologic history should be interpreted at places like these.

The County's natural resources could be the foundation of many fruitful LCB partnerships. Groups, agencies and individuals should continue to build partnerships for mutually beneficial Byway projects and programs.



The Camels Hump

SCENIC RESOURCES

Chittenden County's scenery is as varied as it is breathtaking. The cosmopolitan and the natural blend here. Sweeping vistas of Lake Champlain and New York's Adirondack Mountains are just a minute walk from downtown Burlington. Mount Mansfield and the distinct Camel's Hump are prominent features as the traveler heads east in the County. Dairy farms and lush forests separate village centers. White steeples, stone houses, country stores, and green commons make the County's villages seem "postcard perfect."

The true scenic resource of Chittenden County is not the Lake and the countryside; it's the various modes of transportation available here that provide opportunities to enjoy the resources. Trains, ferries, tour boats, hot air balloons, bike paths, and hiking trails await the motivated sightseer. Programs like "Cycle the City: A 10-mile Self-Guided Historic Tour of Burlington, Vermont" allow cyclists to learn while they explore the "Queen City." Tourists should be encouraged to bring their bicycles, hiking boots, and a sense of adventure when they visit. Information on these transportation opportunities should be readily available on the LCB information centers.

Retaining the County's diversified landscape should be a project focus. A few nonprofit organizations (Lake Champlain Land Trust, Vermont Land Trust, American Farmland Trust, the Nature Conservancy, etc.) work to retain the County's pastoral character through easements and land acquisition. Partnerships with these organizations should be a priority.



Lake Champlain Balloon & Craft Festival at the Champlain Exposition Fairgrounds

RECREATIONAL RESOURCES

"Outside Magazine" named Burlington as one of "America's Dream Towns" in 1995. The area was described as a place "to find it all: a real job, a real life, and the big outdoors."

They weren't kidding. Outdoor recreation is a large component of Chittenden County's economy and renowned quality of life. Hiking, biking, rock climbing, roller blading, hunting, camping, canoeing, kayaking, sailing, fishing, skiing, and snowboarding, are some of the more active recreational activities available in the area.

Chittenden County is a waypoint for thousands of outdoor enthusiasts. Conservation organizations including the Winooski Valley Park District and Green Mountain Club work to provide outdoor recreation opportunities to residents and guests. These groups should be recruited to develop partnerships to enhance the area's recreational opportunities for visitors and residents.

ARCHEOLOGICAL RESOURCES

Evidence of prehistoric and historic life is evident throughout the County. These archeological resources should not be ignored. They should be celebrated. Since many of the sites exemplifying aboriginal, colonial, and industrial life are considered fragile, preservation is imperative. Interpretation of these sites should continue and others appropriate for public enjoyment should be planned and exhibited.

The UVM Department of Anthropology's Consulting Archaeology Program (CAP) develops archeological reports, pamphlets, and exhibits. These materials should be studied for compatibility with the CC-LCB.



Ethan Allen Homestead

Chittenden County - Lake Champlain Byways Intrinsic Resource Inventory

Significant Intrinsic Resource Name

Resource Type

	Cultural	Natural	Historic	Scenic	Rec.	Arch.
Battery Park	X		X	X	X	X
Battery Park Historic District	X		X		X	X
Ethan Allen Homestead	X	X	X	X	X	X
Charlotte Memorial Museum	X		X			
Charlotte Historic District	X		X			X
Fletcher Free Library	X		X			
Church Street Historic District	X		X			
University Green Historic District	X		X			
Flynn Theater	X		X			
Francis Coburn Gallery	X					
Robert Hull Fleming Museum	X		X			
Perkins Museum of Geology	X					X
Bailey/Howe Library Special Collections	X		X			
Vermont State Craft Center	X					
Royall Tyler Theater	X					
Lake Champlain Basin Science Center	X	X			X	
Milton Museum	X		X			
National Museum of the Morgan Horse			X		X	
McCarthy Arts Center	X					
Shelburne Farms	X	X	X	X	X	
Winooski Falls Mill Historic District	X	X	X	X	X	
Shelburne Museum	X		X			
Shelburne Historic District	X		X			
Winooski Historic Society	X		X			
Vermont Veterans Militia Museum & Library			X			
Phoenix			X		X	X
The Burlington Bay Horse Ferry			X		X	X
O.J. Walker			X		X	X
The Coal Barge, A.R. Noyes			X		X	X
Winooski Falls	X	X	X	X	X	X
Bayside Park		X		X	X	
Mount Philo State Park		X	X	X	X	X

SUSTAINABLE TOURISM AND ECONOMIC DEVELOPMENT

To promote and enhance tourism opportunities for the region through sustainable economic development and conservation of intrinsic resources.

OVERVIEW

Tourism is a major economic factor in the Lake Champlain region. In 1990, tourism generated \$2.2 billion to the Lake basin's economy. One quarter of Vermont's 22 million annual visitors come to Chittenden County. Two million of these 5.5 million annual visitors stay overnight in the County.

Tourists spend approximately \$500 million per year in Chittenden County. Every dollar spent by tourists generates an additional 69 cents into the economy. Every million dollars spent by tourists creates 38 jobs. At least 19,000 jobs in Chittenden County rely on tourism dollars.

Impressive numbers. Tourism is a big business. Since tourism contributes so strongly to the local economy, it is imperative that these numbers remain impressive. Tourism is also a competitive business. Increasingly, more and more states, cities and municipalities are entering the fray in the competition for tourism dollars.

It's cheaper than ever to vacation away from home. Inexpensive airline flights take people across the country. Americans vacation in places they couldn't have afforded twenty years ago. Package deals, low hotel rates, increased amenities, and cheap rental car rates keep tourists in specific areas for longer times. These factors

could potentially take customers away from Vermont's tourism base.

A regional approach to marketing the Lake Champlain Basin is critical to this project's success. Unlike Pigeon Forge, Tenn., Cape Cod, Mass., Las Vegas, Nev., or Orlando, Fla., the Lake Champlain Basin does not have massed tourist attractions. We cannot compete with the casinos. We don't have a national park. Vermont has no amusement parks. Tourism is not as heavily subsidized in Vermont as in many other states. We must work to keep the tourism numbers (and dollars) we currently enjoy.

Lake Champlain's attractions are decentralized. Various historic sites, natural areas, and cultural centers attractions dot the basin. Some are many miles apart. Their wide distribution – coupled with a traditionally local approach to tourism marketing – has prevented these destinations from being linked.

Byway infrastructure and creative marketing can link these attractions. The LCB could create new partnerships between private tourism industries. The concept of packaging different attractions and amenities at reduced rates should be explored. A historical tourism package, for example, might include reduced admission fees for Fort Ticonderoga, the Shelburne Museum, and the Maritime Museum. Reduced rates for participating hotels and restaurants would be included in all package deals.

DUPLICATION AND COMPETITION

Approximately 36 percent of Chittenden County's 5.5 million visitors annually spend the night here. State tourism planners realize the market potential for day visitors to spend more time in the area. Initial research shows that most visitors are unaware of the vast opportunities available in the Lake Champlain Basin. Many travelers to Burlington, for example, are unaware that the Ethan Allen Homestead exists.

The primary goal is to enhance tourism opportunities. Raising awareness about tourism opportunities through the CC-LCB would be a positive step and good for boosting the local economy. Visitors might be encouraged to take their time exploring the area. Overnight and extended stays should be emphasized. Package deals on attractions, accommodations and transportation should be developed to lure more visitors.

Four of Vermont's 12 regional marketing organizations (RMO) are involved in the LCB. The Northwest, Chittenden, Addison and Rutland RMOs each have a stake in the project's success. The LAC suggests that marketing the region as a whole will have significant benefits for its parts – counties and municipalities. The regional marketing focus should be to attract visitors to the region for extended stays.

Local businesses are concerned about the effectiveness of their limited marketing dollars. Help in establishing effective marketing techniques for the LCB may come from the National Scenic Byways Program. The Federal

Highway Administration (FHA) has recently contracted with a marketing firm to create marketing strategies for the nation's byways. The FHA expects to receive a "marketing tool kit" by January 2000. This information could be utilized to better market the LCB.

COMMUNICATIONS

Marketing, infrastructure, and operating funds will be scarce, thus duplication should always be avoided. Good communication can reduce duplication and strengthen bonds. The LAC suggests the following actions for improving partnerships and communication in the LCB corridor:

- A quarterly newsletter. It should detail project progress, new ideas, recent partnerships, associated legislation, and other pertinent information.
- Up-to-date technology should be used. A website should be developed and maintained. It could contain the quarterly newsletters, byway projects and partnerships. A website can invite public participation through online forums.
- Bi-annual meetings should be held. They would strengthen ties among all LCB participants.
- National Scenic Byway conferences should be attended.
- A familiar relationship with the National Scenic Byways program at the Federal Highway Administration should be developed. The program may be a good source for funding, connections and ideas.

LOCAL PERCEPTION/PHOBIA OF TOURISM

No clear study detailing the local perception of the benefits or detriments of tourism exists for the Lake Champlain Basin. The LAC recommends that a study examining the local population's perception of tourism should be implemented. This information should be analyzed and used to help guide development and management the LCB corridor.

BYWAY MARKETING STRATEGIES

The LAC suggests the following actions to better market the LCB corridor:

Celebrating the Shoulder Seasons – Chittenden County's tourism numbers plummet in early spring and late autumn. Some of the larger tourist destinations – Shelburne Museum, Shelburne Farms, the Maritime Museum – and many other private, "sunshine" operations end visitor services in October. Most of these destinations open their doors again in May, but local hotels, inns, restaurants, and shopping experience a sharp decline in revenue between "leaf peeping" season and the emergence of the ski season in mid December.

The Vermont Department of Tourism and Marketing reports that the state lodging occupancy rate drops to 20 percent in November and April. In contrast, occupancy rates for July, August, September and October usually measure between 40 and 60 percent of capacity.

As October nears its end, Vermont's famous foliage rests on the forest floors. The wind blows. Dark clouds roil overhead. The tree branches are bare. This is Stick Season. It's an unheralded time of year when the Green Mountain's turn a more neutral gray/brown. The countryside is laid bare. Views usually restricted by the thick foliage are exposed. The land takes on a new character.

While Stick Season is taken for granted locally, a marketing opportunity might present itself with the falling leaves. November is traditionally the beginning of the holiday season. The region should concentrate its efforts on this time of year's strong point: shopping. Superb arts and crafts fairs showcasing Vermont artisans are held during this time of year. Special packages that include fair admission, plus reduced shopping, eating and lodging rates should be developed.

Another break in the tourism industry's continuity occurs in early spring – late March to mid May. This is known as the Mud Season. The combination of melting snow and spring showers turns unpaved land into quagmires. Locals dread it. Every respectable Vermont home has a "mud room." It's said that families living on dirt roads plan pregnancies around Mud Season.

This unique season is a marketing opportunity. Mud Season should be seen not as a sub season to avoid, but as a joyously messy goodbye to winter and hello to summer. The feasibility of a "Mud Festival" should be explored.

Prepackaged Tours – along with byway infrastructure, creative marketing can link the Lake’s attractions. Partnerships between private tourist attractions and amenities should be initiated to attract long-term visitation to the area. Packaging different attractions and amenities at reduced rates would attract more guests, guarantee revenues for attractions and amenities, and bolster the shoulder seasons. Alternative forms of transportation should link these facilities to give visitors a more relaxing experience. Packaged attractions should be located in waypoint communities, near Mode Nodes, or along alternate routes. Five packaged tour concepts should be developed initially:

- **Historical**—Reduced admission rates for the Shelburne Museum, the Maritime Museum, Fort Ticonderoga should be coupled with lodging and restaurant discounts. Special alternative transportation (train and ferry) rates could be included in this package.
- **Agricultural**—Working farm vacations and reduced rates to agricultural attractions (Shelburne Farms, the Champlain Valley Exposition, etc.) should be created to serve a renewed interest in the family farm.
- **Arts**—Chittenden County’s cultural attractions and events should be organized into “weekend getaway” packages. Visitors could stay in Burlington for an “arts weekend.” This package might include tickets to a Flynn Theater event, a theater production at St. Michael’s College, and reduced rates to the Fleming Museum. This tour concept could be used to bolster the shoulder seasons.
- **Birding**—The fastest growing and most lucrative trend in the tourism industry, birding tours bring tourist away

from the main travel corridors. Packages that include bed and breakfast discounts, personal naturalist guides, and reduced fine dining opportunities should be developed.

- **Family**—Discounts to the area’s family attractions could be added to reduced hotel suite and family restaurant rates. Alternative transportation rates (including bike rentals) should be included in this package.

Célébration Champlain—is a two-state, multi-regional celebration of the 400th anniversary of Champlain’s 1603-1609 exploration of the Richelieu River and the Lake that bears his name.

The celebration will highlight the full story of the Richelieu-Champlain Region from the native cultures through European settlement, conflict and revolution; early agriculture; westward expansion; the industrial revolution; to the 20th century’s social, political and technological advances. All of the region’s cultures and traditions will be highlighted through coordinated events and the preservation/enhancement of cultural and heritage sites.

The Lake Champlain Chamber of Commerce’s Leadership Champlain Program is investigating the feasibility of establishing an arts consortium to celebrate the 400th anniversary. This group will meet in early 2000 to discuss the project’s strategic issues and implementation needs.

A draft review of “A Strategic Framework for Célébration Champlain!” is located in Appendix K.

Appendices

A. Program Approach

B. Maps

- 1) Proposed Lake Champlain Byways: Motor Transportation Routes (The Champlain Trail)
- 2) Proposed Lake Champlain Byways: Bike Routes
- 3) Proposed Lake Champlain Byways: Burlington, Vermont: Byways and Bikeways Project
- 4) Proposed Lake Champlain Byways: Proposed Byway Transportation Improvements

C. Proposed Byways Transportation Improvements Table

D. Lake Champlain Byways Partnerships

E. *Outstanding* Intrinsic Resources of Chittenden County, Vermont

F. Intrinsic Resources of Chittenden County, Vermont – Inclusive List

I. Interpreting Burlington's Past: Railroad Heritage Interpretive Trail: Concept Paper & Burlington Bikeways Project: Proposed Themes and Locations for Interpretive Signage

Appendix A

PROGRAM APPROACH

OVERVIEW

The Federal Highway Administration awarded seed funding to both Vermont and New York to develop a bi-state Lake Champlain Byway Corridor Management Plan. In doing so, the Champlain Valley communities were given a tremendous opportunity to develop a management and marketing plan that directs energy and resources to areas most needed for the region as a whole.

Planners for the project proposal decided early in the process to make this a grass-roots effort. With an eye on developing management strategies for the Lake Champlain corridor as a whole, planners decided to have regional and county agencies coordinate the process. Thus, the New York counties of Clinton, Essex and Washington and the Vermont counties of Rutland, Addison, Chittenden, Franklin and Grand Isle came together for Lake Champlain Byways. Addison County Regional Planning Commission served as the information and coordination center for all the Lake Champlain organizations involved. As a result, to protect and promote the rich diversity of the Champlain Valley, each county launched its own interrelated planning effort.

In the spirit of cooperation, and the commitment to develop a product through broad-based grass-roots citizen involvement, the Chittenden County Regional Planning Commission and the Lake Champlain Regional

Chamber of Commerce partnered to bring together a blend of both public and private interests. Community planners, conservation committee members, business leaders along with representatives of agencies and organizations were invited to participate in the process. This group became the Local Advisory Committee (LAC). This was not an exercise entirely in new data collection—but rather a citizen involvement process with the purpose of growing local enterprise, planning for capital improvements, promoting tourism and protecting the Region's most valued resources.

The vision, goals and objectives of this plan are firmly planted on the input of the LAC and others. The plan aims to characterize the proposed Chittenden County Byways in the context of the Lake Champlain Byways. The sponsoring organizations hope that this plan serves to guide decision-makers to advance the question of byways designation and to direct the necessary resources to implement the goals and objectives of this plan

LOCAL ADVISORY COMMITTEES

The Lake Champlain Byways Management Plan was developed with an eye on a basic "round-the-lake" byway corridor management planning process for a 230-mile "non-fixed" loop around Lake Champlain. Representatives from communities surrounding the lake were invited to join a Local Advisory Committee (LAC) to

develop the local vision, goals, and objectives for the project. Representatives from a few communities that do not have lake frontage but provide the necessary support services that make the Champlain Valley so inviting, were included as well. Members of the LAC served as advisors and participated in project-wide efforts to develop the Lake Champlain Byways program and to establish strategies to implement the action plan.

Sub-committees and their Roles

The LAC in Chittenden County held its first kick-off meeting in October 1998. It was at this meeting that participants characterized the rich-culture and natural diversity of the Lake Champlain region. This group also framed the major issues. Those issues included the need for: better partnerships, marketing, planning and parking; enhanced alternative modes of transportation linked to attractions; promotion of historic preservation via development of land and water-based tours; economic development via use of key natural resource features, safer access to trails, better facilitation for the tourist, and appropriate signage. The two-dozen or so issues were collapsed into three general areas: 1) intrinsic resources; 2) planning and transportation; and 3) tourism and economic development committee. It was decided that the LAC would form three sub-committees, each representing one of the general areas. The sub-committees met for a period of three months. Staff assisted in data and resource collection, development of written material, and coordination of special forums and/or work sessions. The following is an overview, description and role of each subcommittee.

Intrinsic Resources Committee-- The intrinsic resources committee was comprised of conservationists, planners, historians, archaeologists, naturalists, and landscape architects that explored the six intrinsic resources (i.e., most significant natural, cultural, historic, scenic, recreational and archaeological resources) in the byway region. The committee's charge was to identify and assess the general character and the context of the Byways six intrinsic resources and their value in terms of establishing and promoting a theme for the Lake Champlain Byway. The committee documented those activities currently based on the use of intrinsic resources and acted as the barometer to the other committees about the limitations and benefits of promotion and enhancement. The work of this sub-committee served as the cornerstone for all other work tasks and communicated specific goals and objectives to the other sub-committees such as tourism and economic development.

Planning and Transportation Committee-- The committee was comprised of local, regional, and state planners, transportation planners/ engineers/managers, conservationists, landowners/managers, and elected officials. The group focused on developing a byway definition, corridor management strategy, planning and identification of the institutional and organizational capabilities, and consideration of such things as signage, recreation, and health and safety. Visitor-based transportation resources were evaluated (including roadways, rail, air, and water-based modes), and their linkages coordinated for both in and outside Chittenden County.

Tourism and Economic Development Committee—

With a focus on tourism, this group took on the task of developing an economic strategy that would increase the area's economic base while maintaining the character and magnificence of Lake Champlain. The group's charge was to ensure that growth in tourism be managed in harmony with traditional cultures of the region; and that economic development strengthens the integrity of the identified intrinsic values. The committee accomplished this through exploring new partnerships, identifying new and existing funding opportunities including fund-raisers.

The group also focused on marketing issues, current efforts and future market opportunities by exploring education opportunities, potential products (e.g., the development of a byways program tag line and updating the Burlington Historic Walking Tour) and marketing efforts that promote interest in the Byway area and that are consistent with resource protection and maintenance of the desired character. In addition, committee worked in concert with the other committees, to synthesize their suggestions and recommendations (as well as any relative outside work efforts), and develop a marketing plan, process and products.

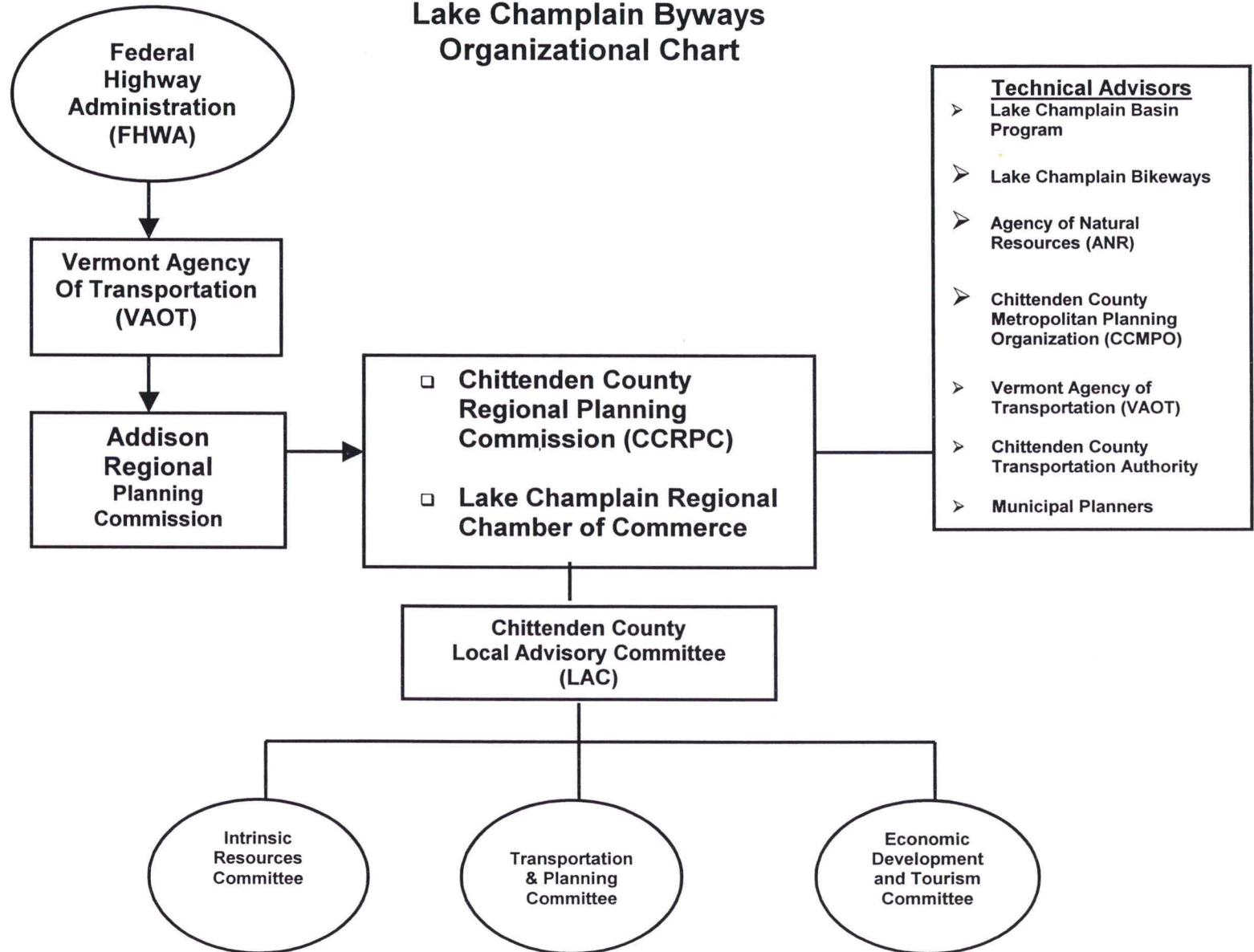
PARTNERS AND STAKEHOLDERS

In the Lake Champlain Region, there are several programs working on issues related to the Lake and the region. One prime example is the Lake Champlain Basin Program, a program committed to protecting the Lakes resources. The Lake Champlain heritage corridor initiated by Senator Jeffords and the National Park Service is another example of how we might plan for the protection of the Champlain Valley's significant cultural, natural and historic resources. Our intent was not to duplicate this work, but to integrate it into a unified effort. Inviting these groups to participate in our discussions brought about a different perspective and a greater technical expertise, which led to rational management strategies that would strengthen the region as a whole. A list of the partners and stakeholders identified by the group can be found in the Appendices.

Lake Champlain Byways Organizational Chart

LAC Members

Susan Alden
 Tim Carney
 Prudence Doherty
 Farar Elliott
 Eugene Foder
 Dave Gelinas
 Dave Grimm
 John Hammer
 Roderick Hayes
 Della Hertzberg
 Ed Horton
 Priscilla Kimberly
 Sarah Muyskens
 John Pennington
 MaryBeth Pinard-Brace
 Burt Riley
 Robert C. Roesler, Esq.
 Betsey Rosenbluth
 Dave Schermerhorn
 Mike Showalter
 Hilary Sunderland
 Thomas D. Visser
 Carolynn Wang



Appendix B

Lake Champlain Byways Maps

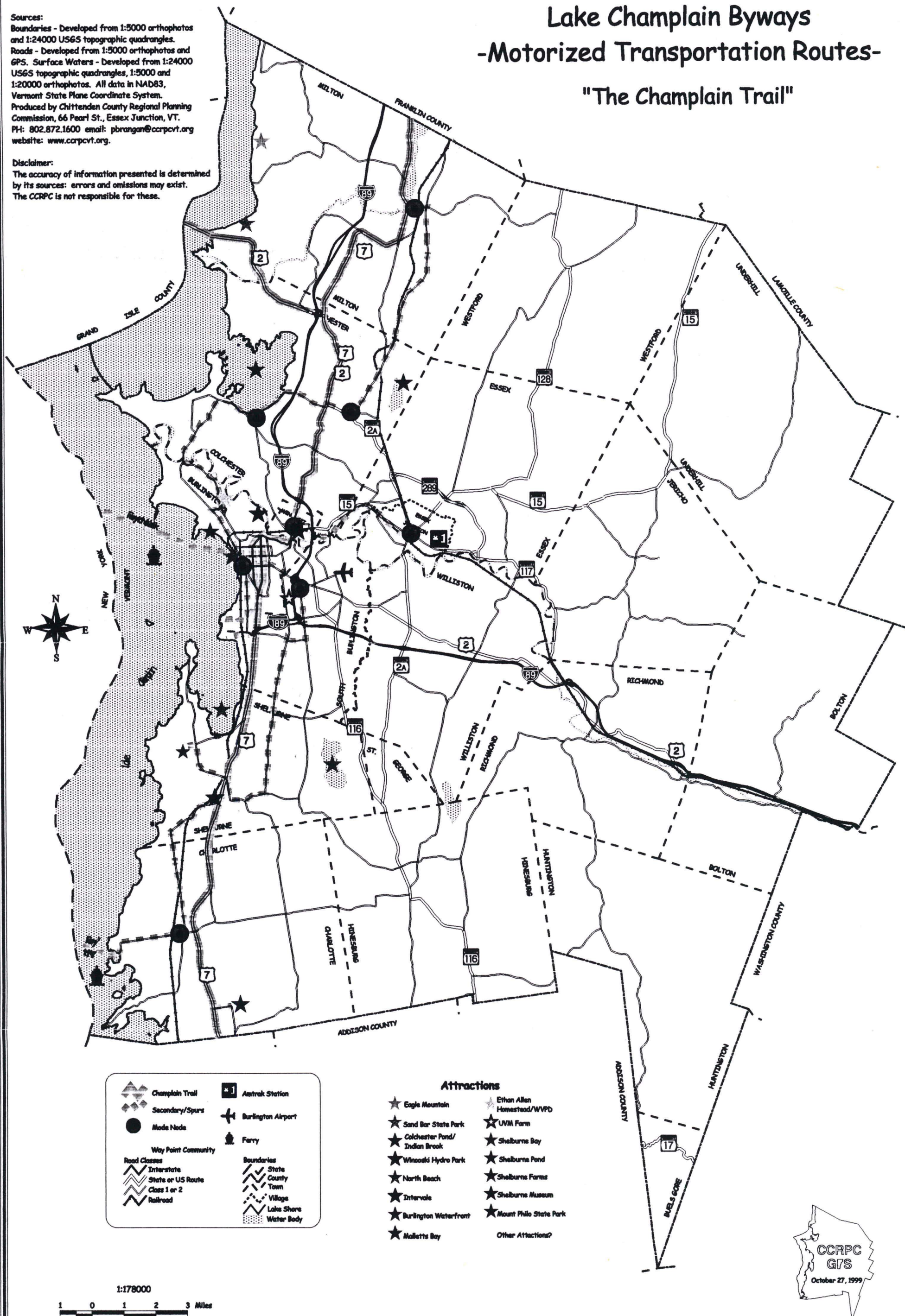
- 1) Proposed Lake Champlain Byways: Motor Transportation Routes (The Champlain Trail)
- 2) Proposed Lake Champlain Byways: Bike Routes
- 3) Proposed Lake Champlain Byways: Burlington, Vermont: Byways and Bikeways Project
- 4) Proposed Lake Champlain Byways: Proposed Byway Transportation Improvements

Produced by Pam Brangan, Chittenden County Regional Planning Commission

Proposed Lake Champlain Byways -Motorized Transportation Routes- "The Champlain Trail"

Sources:
Boundaries - Developed from 1:5000 orthophotos and 1:24000 USGS topographic quadrangles.
Roads - Developed from 1:5000 orthophotos and GPS. Surface Waters - Developed from 1:24000 USGS topographic quadrangles, 1:5000 and 1:20000 orthophotos. All data in NAD83, Vermont State Plane Coordinate System.
Produced by Chittenden County Regional Planning Commission, 66 Pearl St., Essex Junction, VT.
PH: 802.872.1600 email: pbrangan@ccrpscvt.org website: www.ccrpscvt.org

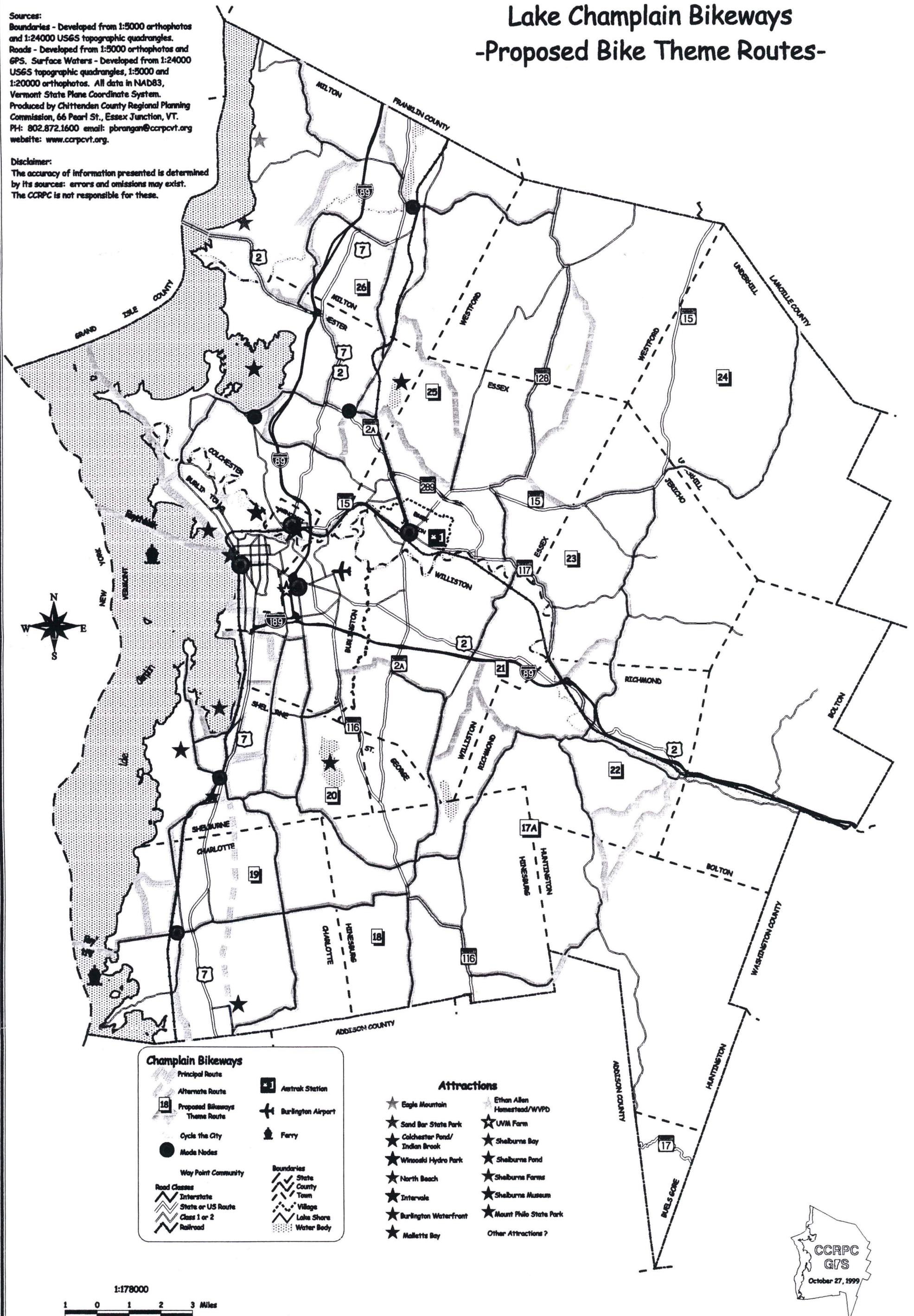
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The accuracy of information presented is determined by its sources: errors and omissions may exist. The CCRPC is not responsible for these.



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 Roads - Developed from 1:5000 orthophotos and GPS. Surface Waters - Developed from 1:24000 USGS topographic quadrangles, 1:5000 and 1:20000 orthophotos. All data in NAD83, Vermont State Plane Coordinate System.
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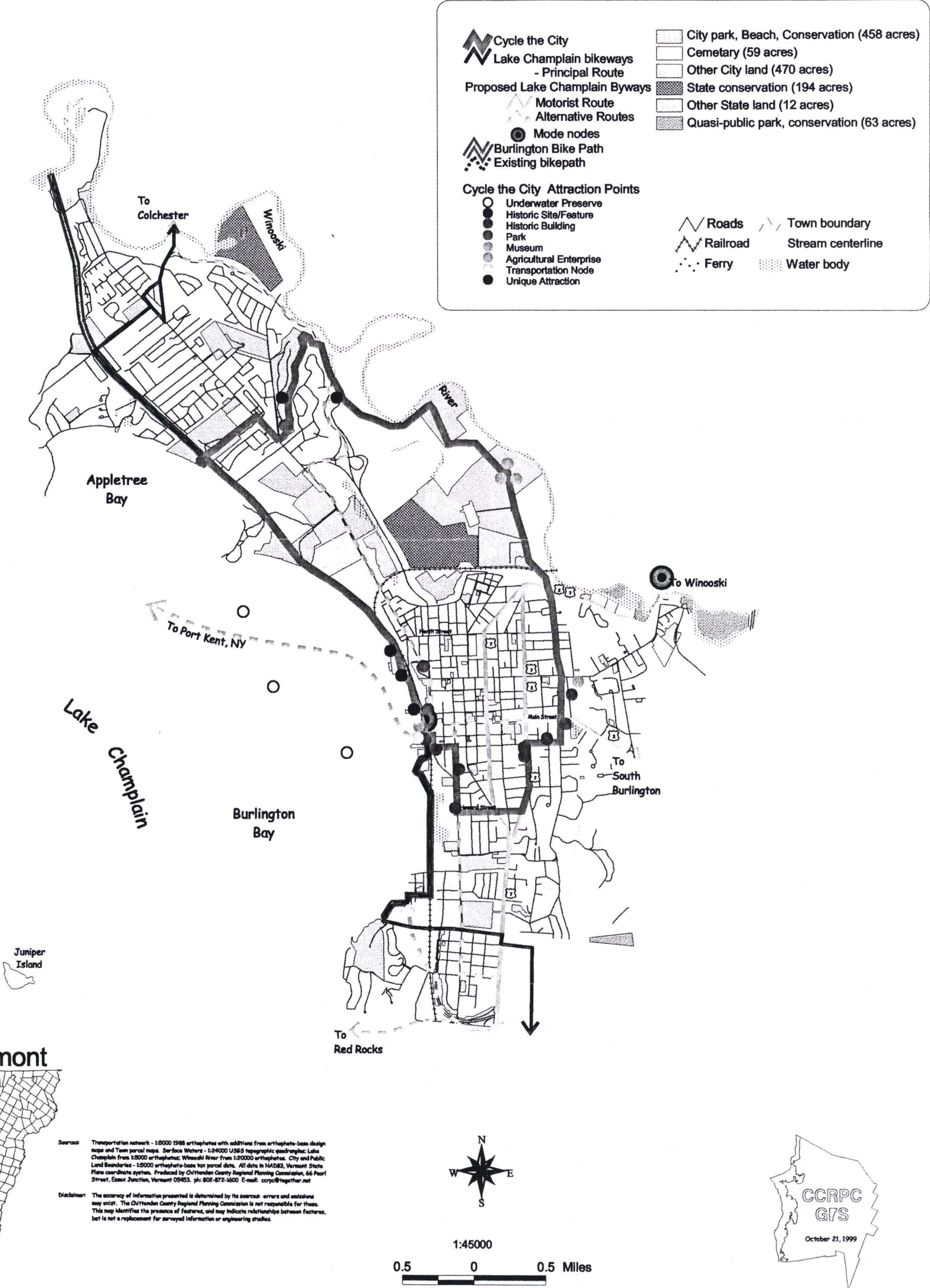
Lake Champlain Bikeways -Proposed Bike Theme Routes-



Lake Champlain

Byways and Bikeways Project

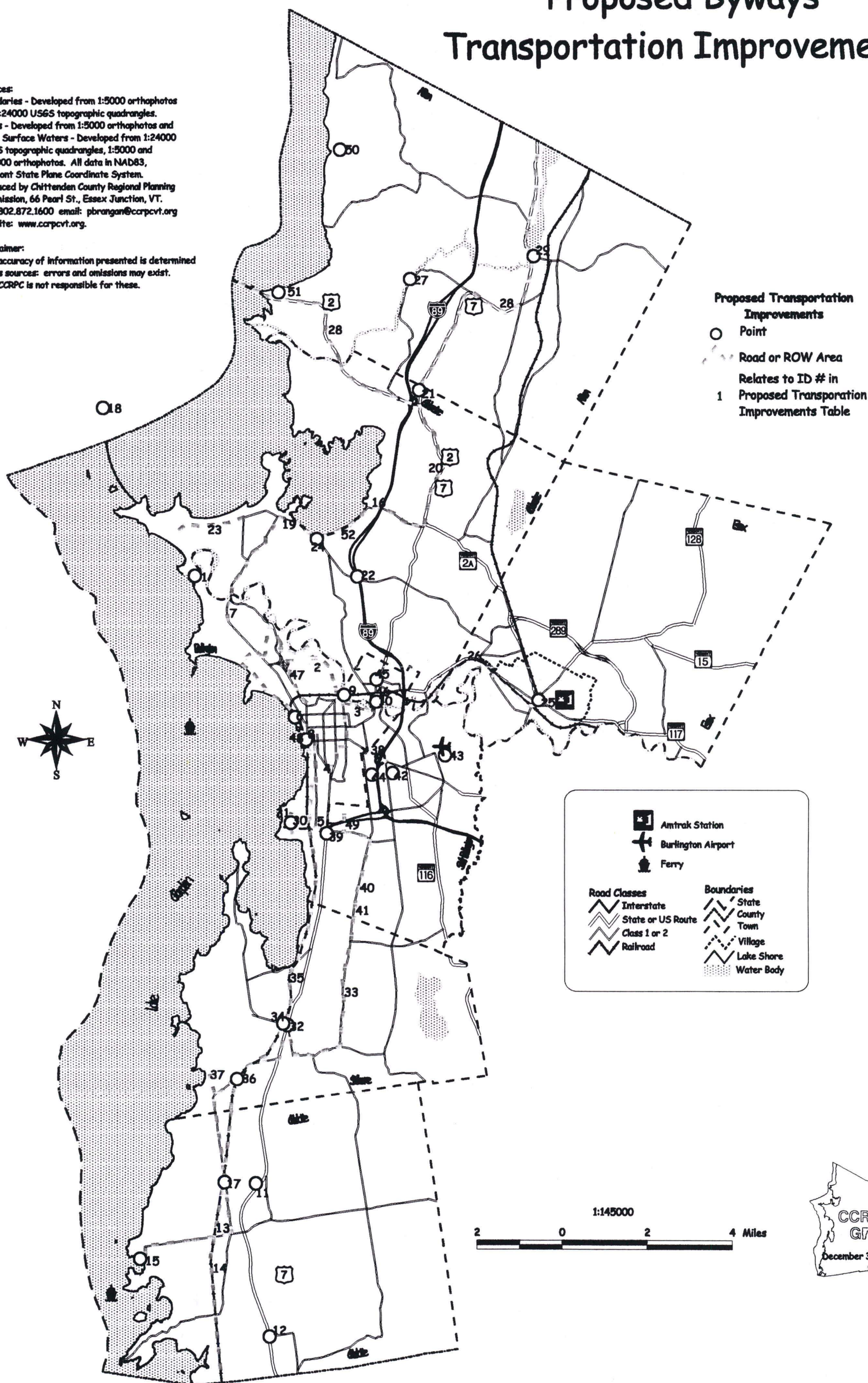
Burlington, Vermont



Proposed Byways Transportation Improvements

Sources:
 Boundaries - Developed from 1:5000 orthophotos and 1:24000 USGS topographic quadrangles.
 Roads - Developed from 1:5000 orthophotos and GPS. Surface Waters - Developed from 1:24000 USGS topographic quadrangles, 1:5000 and 1:20000 orthophotos. All data in NAD83, Vermont State Plane Coordinate System.
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CCRPC
 G/S
 December 3, 1999

Appendix C

Proposed Byways Transportation Improvements Table

DRAFT--Proposed Transportation Improvements--Chittenden County Lake Champlain Byways/a					Type and Stage of Project/b				
ID	Community	Category	Location	Suggested Improvement	Physical	Interpret	Planning	Scoping	MPO-TIP
1	BURL	Bike Ferry	Mouth of Winooski River	Implement ferry connection	x				
2	BURL	Recreation Theme Loop	Cycle-The-City	Signage, North Ave./Ethan Allen Park crossing	x	x			
3	BURL	Viewshed Management	Riverside Avenue	Intersection improv., pathway improv.	x		x		
4	BURL	Bike Route / Road	Home St. to Battery Pk. via Lakeside	Vegetation mgmt. for views, guardrail, fencing	x				2001
5	BURL	Crossing Improvement	Home St. to US 7 to So. Burlington path	Class 2 bike route construction	x				2001
6	BURL	Bike/Ped. Route / Park	Waterfront Park	Study US 7 crossing to SB path			x		
7	BURL	Crossing Improvement	VT 127/Plattsburg Ave. intersection	Widening, interpretive signs, bike racks	x	x	x		
8	BURL	Mode Node	Union Station	Xwalk improvements to intersection	x				
9	BURL	Bridge	Pedestrian Bridge to Winooski	Train, ferry, bus schedules/connect.	x	x			
10	BURL	Bridge	Winooski-Burl. Vehicular (US 2/7)	Explore options, new construction				x	
11	CHAR	Viewshed Management	US 7 scenic overlook	Status quo; cantilever; or rearrange				x	
12	CHAR	Crossing Improvement	US 7 safe ped. crossing to Mt. Philo Rd.	New pull-off on west side of US 7	x		x		
13	CHAR	Bike/Pedestrian Route	Ferry Rd and Bostwick Rd.	New construction	x		x		
14	CHAR	Bike/Pedestrian Route	Along/within Rail line ROW	Class 1 or 2 bike route, widen, or new const.	x				
15	CHAR	Pedestrian Safety	Ferry dock area	Currently being evaluated			x		
16	COL	Bike/Pedestrian Route	Bayside Park to Creek Farm Rd	Improvements, safety	x	x			
17	CHAR	Parking / Picnic	Lot just south of Bostwick RR bridge	Class 1 bike route construction.					2000
18	COL	Bridge / Bike Ferry	Crossing Lake Champlain "Cut"	Picnic tables, landscaping, parking	x				
19	COL	Bike/Pedestrian Route	Rt 127, Heineberg Dr, Prim, Lakeshore, Bay	Explore ferry or bridge crossing			x		
20	COL	Bike Route	US 7/2 from Rt 127 to Exit 15	Class 1 or 2 bike route - widen, or new const.			x		
21	COL	Parking	Park and Ride lot at US2/7/I-89	Class 2 bike route construction	x				
22	COL	Bridge	Blakely School ped/bike bridge over I-89	Improvement	x			x	2001
23	COL	Bike/Pedestrian Route	Airport Park to VT 127	New construction	x				2000
24	COL	Bike/Pedestrian Route	Malletts Bay center	Class 1 or 2 bike route - widen, or new const.					
25	EJ	Mode Node	Rail station, multi-modal, interpretive	Class 1 bike route construction.			x		
26	EJ	Pedestrian Theme Loop	Rail station to public attractions in Town/Vil	Sched. coord., tourism info, interactive kiosk	x	x	x	CM	
27	MIL	Bike/Pedestrian Route	Mode Node (RR station) to Limekiln Rd. along RR	Interpretive guide and service directory	x	x	x		
28	MIL	Bridge	West Milton Historic bridge	Scoping stage, new construction	x		x		2002
29	MIL	Bike Route	US 2/7	Rehabilitate and interpret	x				2000
30	SO. BURL.	Pedestrian Theme Loop	Town center	Improvements for bicycle friendly travel	x				
31	SO. BURL.	Bike/Pedestrian Route	Red Rocks, Oakledge	Ped. improv., attraction linkages, walking tour	x	x	x		
32	SHEL	Bike/Pedestrian Route	Red Rocks, Oakledge	Develop Interpretive guide		x			
33	SHEL	Pedestrian Theme Loop	Town center	Physical bike path connection	x		x		
34	SHEL	Bike Route	Spear-Irish Hill-Falls-Marsett-Bostwick rds. route	Sidewalk / pedestrian improvements	x	x	x		2000
35	SHEL	Mode Node	commuter rail	Widen to Class 2 bike route, signs	x		x		
36	SHEL	Bike/Pedestrian Route	Rail line ROW	Bike racks/amenities, links to attractions	x	x			
37	SHEL	Bridge	RR bridge on Bostwick Road	Explore pathway along railroad ROW			x		
38	SO. BURL	Bike Route	Town beach access	New span, widen			x		
39	SO. BURL	Bridge	Ped/bike bridge over I-89	Widen road	x		x		
40	SO. BURL	Crossing Improvement	US 7 along SB path to Spear	New construction	x		x		
41	SO. BURL	Bike Route	Spear St. from SB path	Existing, evaluate US 7 crossing			x		
42	SO. BURL	Bike Route	Spear St to Shelburne/Spear Street Route	Existing Class 2 bike route	x		x		
43	SO. BURL	Mode Node	City center shopping via Spear/Dorset path	Widen to Class 2 bike route	x		x		
44	SO. BURL	Mode Node	Burlington Airport	Secure bike racks	x		x		
45	WIN	Bike/Pedestrian Route	UVM farm	Byways information at site		x			
46	WIN	Mode Node	Downtown Winooski	Create access from SB paths	x		x		
47	BURL	Pedestrian / Bridge	Riverwalk/bridge over Main Street	Info at site, bike racks	x	x			
48	BURL	Bike/Pedestrian Route	VT 127 Ethan Allen Homestead to Manahatten Dr	Expansions/Enhancements	x				2001
49	SO. BURL	Pedestrian Theme Loop	Railroad Heritage Tour on Waterfront	Class 1 bike route construction.					2000
50	MIL	Bike/Pedestrian Route	Farrel St to Spear St next to I-189	Interpretive signs	x	x	x		
51	MIL	Parking / Access	Eagle Mountain	Class 1 bike route construction.				CM	2000
52	COL	Pedestrian Theme Loop	Sandbar St. Pk., Bear Trap, East, to Vilgs.	Master plan, site planning for improv.			x		
		Bike/Pedestrian Route	Lakeshore Drive	Existing roads and new pathways	x	x	x		
				Class 1 or 2 bike route - widen, or new const.				CM	

a: Note: This draft list of transportation improvements was developed from the input of the LAC, community planners, transportation planners and information from existing documents and Transportation Work Programs. It is in no particular order of importance and will need further refinement during the local review process.

b: Type and Stage of Project is categorized as follows:

1. *Physical* - refers to infrastructure or physical improvements.
2. *Interpret* - refers to the development of interpretive products.
3. *Planning* - refers to further study or exploration for the suggested improvement.
4. *Scoping* - refers to the MPO scoping process for proposed transportation project improvements.

c: CM indicates that the proposed project improvement is being managed locally.

Bicycle Route Classification

Class 1 : Separated bike/pedestrian paths or right-of-way

Class 2: Bike lanes along the paved roadway, usually striped and 4' wide.

Class 3: Roadways that allow bicycle travel.

Appendix D: Lake Champlain Byways Partners and Resources

State Resources

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Ron Ofner

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Appendix E

Lake Champlain Byways Resource Inventory

Outstanding Intrinsic Resources
of
Chittenden County, Vermont

ID	Site Number	Site Name	County
10	CH-01	Battery Park	Chittenden
11	CH-02	Battery Street Historic District	Chittenden
12	CH-03	Ethan Allen Homestead	Chittenden
13	CH-04	Charlotte Memorial Museum	Chittenden
14	CH-05	Charlotte Historic District	Chittenden
15	CH-06	Fletcher Free Library	Chittenden
16	CH-07	Church Street Historic District	Chittenden
17	CH-08	University Green Historic District	Chittenden
18	CH-09	Flynn Theatre	Chittenden
19	CH-10	Francis Coburn Gallery	Chittenden
20	CH-11	Robert Hull Fleming Museum	Chittenden
21	CH-12	Perkins Museum of Geology	Chittenden
22	CH-13	Bailey/Howe Library Special Collections	Chittenden
23	CH-14	Vermont State Craft Center	Chittenden
24	CH-15	Royall Tyler Theatre	Chittenden
25	CH-16	Lake Champlain Basin Science Center	Chittenden
26	CH-17	Milton Museum	Chittenden
27	CH-18	National Museum of the Morgan Horse	Chittenden
28	CH-19	McCarthy Arts Center	Chittenden
29	CH-20	Shelburne Farms	Chittenden
30	CH-21	Winooski Falls Mill Historic District	Chittenden
31	CH-22	Shelburne Museum	Chittenden
32	CH-23	Shelburne Historic District	Chittenden
33	CH-24	Winooski Historical Society	Chittenden
34	CH-25	Vermont Veterans Militia Museum & Libr	Chittenden
142	CH-26	Quinlan Covered Bridge	Chittenden
143	CH-27	Sequin Covered Bridge	Chittenden
144	CH-28	Shelburne Museum Covered bridge	Chittenden
145	CH-29	Holmes Covered Bridge	Chittenden
146	CH-30	Phoenix	Chittenden
147	CH-31	The Burlington Bay Horse Ferry	Chittenden
148	CH-32	O. J. Walker	Chittenden
149	CH-33	General Butler	Chittenden
150	CH-34	The Coal Barge, A. R. Noyes	Chittenden
151	67AF	Winooski Falls	Chittenden
152	52U	Bayside Park	Chittenden
153	CH-35	Lake Champlain Basin Science Center	Chittenden
154	82J	Mount Philo State Park	Chittenden

Appendix I

Interpreting Burlington's Past:

**Railroad Heritage Interpretive Trail: Concept Paper
&**

Burlington Bikeways Project: Proposed Themes and Locations for Interpretive Signage

RAILROAD HERITAGE INTERPRETATIVE TRAIL

CONCEPT: Develop an approach that identifies and protects key elements and artifacts of the railroad heritage associated with the Burlington Downtown Waterfront from Roundhouse Point to the Railroad Tunnel at the north end of the Urban Reserve.

KEY FEATURES:

- *Roundhouse Point**
- *Rail Yard**
- *Union Station**
- *Union Station Train Shelters**
- *Pease Grain Property**
- *Moran Plant-loading operation**
- *Astroline Rail Spur to Lake**
- *Railroad Siding**
- *Railroad Tunnel**

PURPOSES:

- *Education**
- *Protection of Cultural Heritage**
- *Heritage Tourism**
- *Future Funding Opportunities**

BURLINGTON BIKEWAYS PROJECT

"Cycle the City"

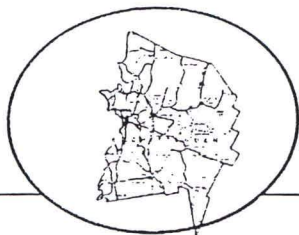
PROPOSED THEMES AND LOCATIONS FOR INTERPRETIVE SIGNAGE

-- May 19th, 1999 --

- 1) Champlain Sea, glacier history, Champlain thrust
placed near North Beach with view of Rock Point and Lake
- 2) Ethan Allen Park - more on the tower, Indian Rock, plants in park?
placed by foot path leading up to Tower from bikepath
- 3) Ethan Allen Homestead - Specifics of Ethan's story, battles, tragic death
placed at intersection of N. Connector and Intervale bike paths
- 4) Floodplain ecology / wildlife -- from WVPD, Laurie Deceserie (Colchester)
placed at picnic area by river
- 5) Intervale renaissance -- Farms / Compost
placed at front of either Intervale CSA or Intervale Compost
- 6) Intervale History - Rena Calkins, Howe farm, McKenzie slaughter house
placed at GSC overlooking Calkins Farm
- 7) UVM - Historic Green / university row
placed at Waterman or on green
- 8) Howard Street - The story of Mr. Howard Bank, Howard Opera House, etc....
placed on greenbelt?

Appendix J

Chittenden County Regional Planning Commission *Celebration Champlain Resolution* July 26, 1999



Chittenden County Regional Planning Commission

RESOLUTION

66 PEARL STREET
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FAX 802 879-3610
ccrpc @ together.net

Célébration Champlain 400th Anniversary of Samual de Champlain's Arrival to Lake Champlain—Richeleau River


WHEREAS, the 300th anniversary (1909) and the 350th anniversary (1959) of Samuel de Champlain's arrival to this region were exciting celebrations in which Chittenden County communities actively participated; and

WHEREAS, the impending 400th anniversary of same will be upon us in ten years, even sooner taking into account the date of Champlain's initial arrival to North America;

WHEREAS, tourism and economic development agencies, planning departments, historical organizations, and communities and community groups have begun preparations to organize a two-state, multi-national celebration for said 400th now referred to as "Celebration Champlain", with efforts that will include:

- Projects such as development of interpretive facilities and signs, public restrooms and other amenities for both residents and visitors;
- Marketing of the Lake Champlain region to visitors throughout the world;
- Region-wide cultural, educational, heritage, and recreational programs and events;
- Region-wide efforts to secure federal, state and private funds and to coordinate management of the celebration.

NOW THEREFORE, the Chittenden County Regional Planning Commission supports "Celebration Champlain (2003-2009)" and encourages the Lake Champlain Chamber of Commerce, Leadership Champlain, the Regional Marketing Organizations, Greater Burlington Industrial Corp., Metropolitan Planning Organization, Winooski Valley Park District, Ethan Allen Homestead and Museum, Maritime Museum, Shelburne Farms, Shelburne Museum, Lake Champlain Basin Program, Lake Champlain Transportation, the Aboriginal peoples including the Abenaki, historical societies, the arts, civic groups, communities, businesses and others to help develop the idea for the whole region, especially with respect to community and economic revitalization efforts in Chittenden County; celebration-related programs and events for Chittenden County; marketing and packaging of Chittenden County as part of the region; and strengthening the regional capacity to organize and administer such an effort for the benefit of the citizens of Chittenden County and for the larger Champlain Valley region.

 2/26/99

CCRPC, Chair (Date)

 2/26/99

Executive Director (Date)

... Serving the Municipalities of ...

Bolton	Burlington	Charlotte	Colchester	Essex Junction	Essex Town
Hinesburg	Huntington	Jericho	Milton	Richmond	
St. George	Shelburne	So. Burlington	Underhill	Westford	Williston
					Winooski

Resources

Briganti, Christiana and Lester A Hoel. *Design and Information Requirements for Travel and Tourism Needs on Scenic Byways—Final Report*. 28 pp. University of Virginia.

Copeland, Fred. 1958. *Lake Champlain, A Guide and Story Handbook*. 88 pp.

Washington State Department of Tourism Heritage Corridors Program, 1999. 39 pp.

State of the Debate: The Road to Sustainable Transportation in Canada. 1997. National Round Table on the Environment and the Economy. 50 pp.

A Strategic Framework For Celebration Champlain! 2003-2009, A Strategy to Unify and Rejuvenate the Communities of the Lake Champlain Region, Draft for Review. By Burton I. Woolf, President, Q.L. Consulting, Inc. and Janet Kennedy, Project Coordinator, Lake Champlain Byways Project.

Champlain Initiative. *Champlain Counts, Measuring Our Progress Toward a Healthier Community*. 1998.

Campoli, Julie and Peter Owens. 1991. *Chittenden Greenways Project, A manual for the promotion and development of greenways in Chittenden County, Vermont*. May, 1991.

Foothills to Shoreline, An Intertown Summit, Charlotte, Ferrisburgh, Hinesburg, Huntington, and Shelburne. Final Report. March 1999.

Chittenden County Metropolitan Planning Commission. 1993. *Alternative Transportation Path Comprehensive Plan*

Appendix F

Lake Champlain Byways Resource Inventory

Intrinsic Resources
of
Chittenden County, Vermont

Inclusive List

MILTON INTRINSIC RESOURCES (1998)

ARCHAEOLOGICAL

1. Lamoille River (popular Indian camping ground for Indians, especially the Mahicans came for the good fishing, numerous arrowheads found near waterways)
2. Milton is located in an area many Indians claimed as their hunting ground.

AMENITIES

1. Luck Wok (Chinese Restaurant)
2. McDonalds
3. The Milton Diner
4. Milton Transit Inc. (site seeing tours)
5. Nick & Nana's Restaurant
6. Ricks Pizza, Subs, and Wings
7. Zachary's Pizza Restaurant

HISTORIC

1. Soldier's Monument - "Boys in Blue" Over 200 men served their country in the Civil War and 74 are buried in Milton.
2. The Vermont District of Historic Preservation has identified 48 historic sites (including 3 Historic Districts)
 - *Milton Falls Historic District*- Main Street in town core area, SE of Rt.. 7 bridge crossing the Lamoille River.
 - *The Checkerberry Village Green Historic District*- Milton Road near I-89, southern entrance known as the gateway to Milton, Historic Checkerberry Village Center contained the site of the first town hall, Historic Cemetery)
 - *The Miltonboro Historic District*- Beebe Hill Road

1. *Carey House at Iron Bridge*
2. *Canamak Farm*
3. *Macutchen Place*
4. *Bushey Place*
5. *Clark Summer Residence*
6. *Crown - Klein House*
7. *Brush Place*
8. *Devino Farm*
9. *Thompson Farm- Plunkett Place*
10. *Flat Iron House*
11. *Bouffard-Witters-Martell Place*
12. *Cole-Kennedy House*
13. *Jackson Corners*
14. *Albert Martell Place*
15. *Tourangeau House*
16. *Albert Farm*
17. *Arrowhead Farm (Manley Farm)*
18. *Jackson-Towne-Noble Farm House*
19. *Dougherty-Welner House*
20. *Sanderson Farm*
22. *Sanderson House*

DRAFT

23. *Rhodes Farm*
24. *Judd - Richards Roberts Farm*
25. *Camp Rich*
26. *Eagle Mountain Harbor Camp (Eagle Towers)*
27. *Fox Hill Farms*
28. *West Milton Bridge*
29. *Granger Place - Morgan house*
30. *Boardman-Clivio House*
31. *Thompson-Farnham Farm*
32. *Sand Bar State Park Bathhouse*
33. *Leonard-Cadreact Farm*
34. *Flinn-Cadreact Farm*
35. *Gilton Grange #522*
36. *Cushing House*
37. *Stannard-Sanderson Farm*
38. *Wheeler-Sanderson House*
39. *Bushy Farm*
40. *Barnum-Towne House*
42. *Merritt Clark House (M.E. Parsonage)*
43. *Hoxie-Parker - Woods House*
44. *Rug-Waters House*
45. *Milton Falls (Rt. 7) Bridge in Historic District*

NATURAL

1. Along Bear Trap Road (Natural area)
2. Along lower Lamoille River (Natural area)
3. Along Malletts Creek (Natural area)
4. Arrowhead Mountain (Natural area)
5. Arrowhead Mountain Lake
6. Contains inhabitants of rare & endangered species-plants and animals (Eagle Mountain, Lamoille River, near mountains, Arrowhead Mountain, Cobble Hill)
7. Deer Yards (Sandbar Waterfowl Management Area, along Trout Brook, near Sanderson Road, near Georgia Mountain, around Milton Pond, and along Hardscrabble Road)
8. Long Pond
9. Malletts Creek
10. On & near Eagle Mountain (Natural area)
11. Round Pond

PRIVATE RESOURCES

1. Milton Baptist Fellowship

PUBLIC RESOURCES.

1. Arrowhead Golf Course - public
2. Bombardier Park /Milton Recreation Park-public (tennis courts, horseshoe pits, baseball and softball fields, soccer fields, playground, picnic shelters, outdoor skating rink)
3. Interstate 89
4. Milton Police Department
5. Milton Pond and Municipal Forest- public
6. Milton Public Library
7. Milton Rescue (volunteer)
8. Milton Town Offices

DRAFT

9. Milton Volunteer Fire Department
10. Public Schools
 - Herrick Avenue School*-Pre K to 4 (will go to 6 after renovation)
 - School Street School*- 5 & 6 (building will be utilized for something else after conversion of Herrick)
 - Milton Jr. / Sr. High School*- 7 to 12
11. Sandbar State Park- public (public boat access, fishing access, sandy beach, ice cream & snack bar, picnic area with grills, volley ball nets, playground, bathhouse and public toilets, water fountains, public parking, accommodate company picnics and private party's---also available on site by private sector- wind surfing and paddle boats rentals)

QUASI-PUBLIC RESOURCES

1. "Forestry Conservation District"(areas around Arrowhead Mountain, Cobble Hill, Georgia Mountain)

SCENIC

SPECIAL EVENTS

COLCHESTER INTRINSIC RESOURCES (1998)

AGRICULTURE

1. Brigante's Farmstand
2. Paul Mazza Farm Stand & Nursery

AMENITIES

1. Beach & Boat Motel
2. Costco
3. Fairfield Inn by Marriott
4. Hampton Inn & Conference Center
5. Libby's Blue Line Diner
6. McDonalds (I-89/Exit 16 and Heinsburg Road)
7. Shaws Grocery Store
8. Shoney's Restaurant

ARCHAEOLOGICAL

CULTURAL

1. St. Michael's Playhouse

HISTORIC

NATURAL

1. Bayside Park
2. Cave Island
3. Colchester Bog
4. Colchester Point
5. Colchester Pond
6. Colchester Pond Ridge
7. Colchester Sea Caves
8. Delta Park
9. Devil's Den Cave
10. Diversity Hill
11. Half Moon Cove
12. Macrea Farm Park
13. Malletts Bay North Shore Head Lands
14. Malletts Creek Marsh - Munson Flat
15. Marble Island
16. The Natural Tunnel
17. Parrot Jasper Mine
18. Pine Islands Floodplains
19. Rush Meadow
20. Sand Plains(only area in Vermont with extensive areas of sandy well drained soils which